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State Route 11/Otay Mesa East Port of Entry Project

FACT SHEET

GOALS

Improve the efficient movement of people, goods and services between the U.S. and its top trade partner, Mexico

Reduce traffic congestion at the San Ysidro, Otay Mesa and Tecate ports of entry

Create more than 8,100 jobs

STATUS

A Phase 1 environmental study has been completed and a second study is underway, with completion expected in 2010. The schedule calls for the project breaking ground in 2012 and opening in 2014.

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THE PROJECT

The project includes construction of a new four-lane freeway (State Route 11) and a new U.S. Customs and Border Protection Port of Entry (POE). SR-11 will extend east approximately 2.7 miles to the new Otay Mesa East POE at the U.S.-Mexico border. The project will reduce traffic congestion and frequent wait times of more than six hours for commercial truckers at the Otay Mesa port crossing, and up to three-hour delays for cars at San Ysidro and Otay Mesa. It will provide a seamless connection to the Tijuana-Rosarito Corridor, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads in Baja California, Mexico.

A Presidential Permit for the new crossing was approved in December. It is a critical component of the state's intent to finance SR-11 and the Otay Mesa East POE through tolls or fees. The permit provides the necessary commitment by state and federal governments and local agencies required by the financial investment industry for moving forward with public toll financing.

The San Diego Association of Governments (SANDAG) will be the toll authority for the project and the end result will provide a premium crossing option for a fee that will reduce passenger vehicle wait times in some cases from three hours down to less than 30 minutes.

TRAFFIC

The Otay Mesa border crossing serves more than 90 percent of commercial truck traffic entering San Diego through its three U.S.-Mexico border crossings. In 2006, more than 1.4 million trucks carrying an estimated \$28.6 billion in goods crossed the Otay Mesa POE. The new Otay Mesa East POE will help alleviate commercial truck traffic that is expected to double by 2025.

FUNDING

The cost for constructing the four-lane freeway ranges from \$300 million to \$360 million, while the POE facility is estimated to cost between \$300 million and \$350 million.

The state's Proposition 1B Trade Corridor Improvement Fund, passed by voters in 2006, is contributing \$75 million for the project. The State Transportation Improvement Program has contributed \$13 million and \$800,000 has come from the federal government.

Thanks to Senate Bill 1486 authored by Senator Denise Ducheny and signed by Governor Schwarzenegger in 2008, the door is now open for SANDAG to issue bonds and collect user fees, as well as seek private investor dollars to cover the remaining cost. The project lacks enough government funding for construction, but will now be delivered at least a decade ahead of what was originally planned.

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Feet



*District 11
Geographic Information Systems
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